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## 11.0 TRAFFIC AND TRANSPORTATION

### 11.1 LEVEL OF SERVICE MEASUREMENTS

Table 11-1 identifies the annual average daily traffic (AADT), annual average peak-hour traffic, annual average daily truck traffic, percent of truck traffic, highway capacity, and level of service (LOS) for the project area. The LOS criteria for highways are established by Caltrans; these criteria take into account numerous variables, such as AADT, capacity, grade, environment (urban or rural), and other relevant considerations. According to Caltrans policy, LOS D is acceptable for planning purposes, whereas LOS E and F are considered unacceptable. Currently, all of the state routes potentially affected by the proposed Hanford Energy Park Peaker (HEPP) are operating at or above LOS D.

**Table 11-1. Current Traffic Characteristics of Highways in the Project Area**

Highway/ Milepost	Location	Annual Average Daily Traffic <sup>a</sup>	Annual Average Peak- Hour Traffic <sup>a</sup>	Annual Average Daily Truck Traffic <sup>b</sup>	Percent of Truck Traffic <sup>c</sup>	Highway Capacity <sup>d</sup>	LOS <sup>d</sup>
<b>State Route 99</b>							
R6.43	Junction w/ Route 43	59,000	4,800	13,920	24	3,663	D
R38.90	Junction w/ Route 198	39,000	2,950	10,780	28	2,444	D
<b>State Route 43</b>							
16.39	Houston Avenue	7,600	660	768	10	681	B
18.24	Junction w/ Route 198	7,600	660	1,593	21	501	B
18.43	Lacey Blvd.	9,300	890	896	10	N/A	B
<b>State Route 198</b>							
R15.75	Hanford-Armona Rd.	21,000	1,800	1,734	8	1,915	B
R16.91	12th Avenue	17,000	1,450	1,431	8	2,394	D
R17.91	11th Avenue	13,500	1,150	1,431	11	2,695	D
R18.96	10th Avenue	14,500	1,200	1,764	12	2,694	D
R20.98	Junction w/ Route 43	14,100	1,150	2,080	15	1,857	B
<sup>a</sup> Caltrans, 1998. <sup>b</sup> Caltrans, 1997a. <sup>c</sup> Percentages were calculated using 1996 average daily truck traffic as a percentage of 1997 annual average daily traffic. <sup>d</sup> Caltrans, 1997b.  LOS = Level of Service N/A = not available							

As shown in Table 11-1, the State Route (SR) 99 average daily traffic volume between SR 43 and SR 198 is 49,000 and the LOS is a D. SR 43 has an average daily traffic volume of 8,167 vehicles from Houston Ave. to Lacey Blvd. and is operating at LOS B. SR 198 averages 16,020 vehicles per day between Hanford-Armona Rd. and the SR 43 junction. This segment of SR 198 is operating at LOS B through D. The percentage of daily truck traffic on SR 99 is 24% to 28%. The daily truck traffic ranges from 10% to 21% on SR 43 and 8% to 15% on SR 198.

## **11.2 TRAFFIC CONTROL PLANS DURING CONSTRUCTION**

For the HEPP, construction activities will add a moderate amount of traffic during the peak construction period. However, the increase in traffic will be minor compared to the existing roadway capacity. No significant degradation in the roadway level-of-service is anticipated during construction of the HEPP. Therefore, the impact from construction of the HEPP is not considered significant and there is no formal plan for traffic control during construction.

## **11.3 TRAFFIC IMPACT OF LINEAR FACILITY CONSTRUCTION**

The proposed linear facilities for the HEPP consist of transmission lines to be installed on towers that are adjacent to Idaho Avenue and 11th Avenue and the natural gas pipeline that will be installed in the Southern California Gas Company Franchise Agreement easement from the City of Hanford. At locations where the transmission lines cross roadways, a safety net will be installed to prevent equipment or tools from falling into traffic during construction. Where the natural gas pipeline crosses roadways or has the potential to interfere with the normal flow of traffic, precautions will be taken to ensure that the pipeline installation is conducted in a safe manner.

## **11.4 EQUIPMENT TRANSPORT ROUTE**

For shipments originating in Bakersfield, truck drivers would use SR 99 north and take SR 198 west. Truck deliveries would then exit south on 11th Ave. and head east on Idaho Ave. to the HEPP site. For shipments originating in Fresno County, drivers would use SR 99 south to SR 198 west, exit south on 11th Ave., and proceed to the HEPP site.

## **11.5 PARKING REQUIREMENTS – WORKFORCE AND EQUIPMENT**

Parking for HEPP construction site personnel and visitors is assumed to be provided in an area on or adjacent to the HEPP site. During construction of the HEPP, the number of private vehicles belonging to construction workers that would be parked on-site would be less than 71.

A parking lot will be constructed for the workers associated with the operations and maintenance of the HEPP.